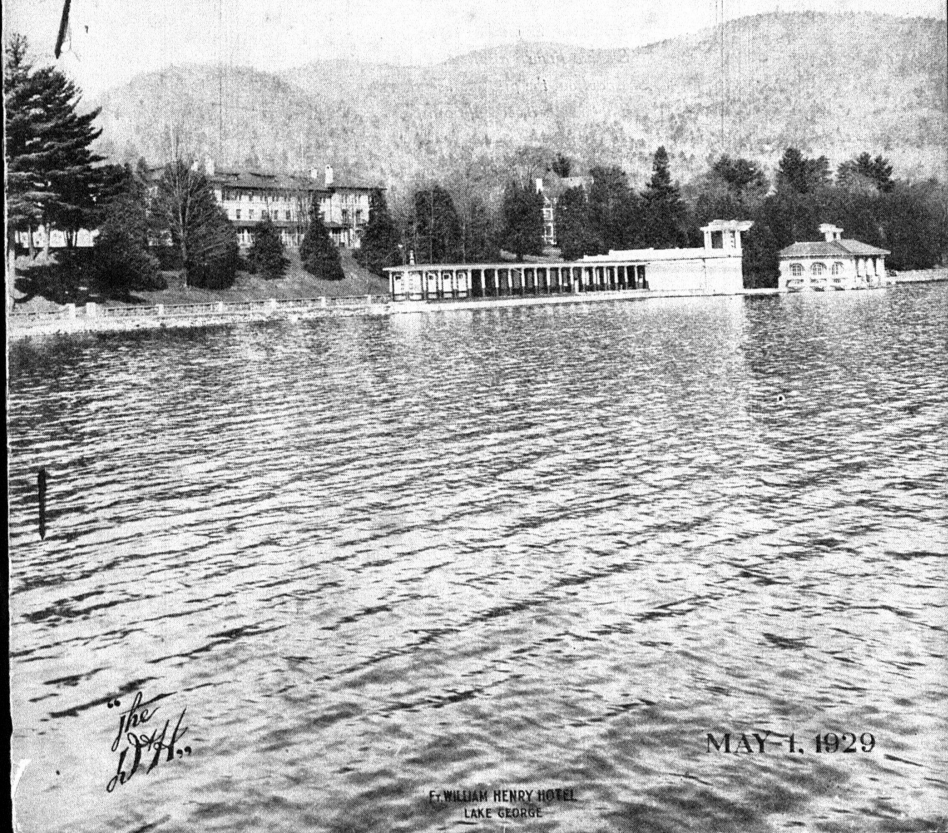


THE DELAWARE^{AND} HUDSON COMPANY BULLETIN



*The
D.H.*

MAY 1, 1929

F. WILLIAM HENRY HOTEL
LAKE GEORGE



Mother

*She traveled the journey before you,
She has known all the cost of the way;
She paid out the price, to its fullness,
That Motherhood only can pay.*

*She loved when the world was against you,
She hoped when your hope sank and died;
She clung to your hand when the clinging
Left scars in your heart, deep and wide.*

*She labored, and loved, and was happy,
For down deep in her kind heart she knew
Your kindness and love would repay her
For all that she did — just for you.*

— Anon.



The
DELAWARE AND HUDSON COMPANY
BULLETIN



Vol. 9

Albany, N. Y., May 1, 1929

No. 9

Inspected Our First Steel Cars

*Was at Berwick, Pa., in Connection With the Construction of First of This Equipment
For The Delaware and Hudson Company*

EARLY in the sixties of the last century a young lad paused at the top of the mountain which overlooks the village of Worcester, N. Y., from the east, while on his way to school, to watch a train of awkward six-foot gauge cars wind their way down through the valley at his feet. They were hauled by an equally cumbersome locomotive (at least to our way of thinking) with two pairs of drivers set behind a single pair of pony truck wheels. The huge smokestack, the most prominent part of the locomotive, overshadowed a large oil headlight. This straggling construction train, which was blazing a new trail through the valley, was part of the equipment of the Albany and Susquehanna Railroad. Only a short time before, the bands of steel over which it was then passing had been laid by men who were now working several miles to the south.

Here was something new and novel to the youngster who had, like his fellows, considered the horse and wagon the final word in transportation. Now he was witnessing the coming of the "Iron Horse", larger and infinitely more powerful, than the patient animals on his father's farm.

JOHN D. SALSBUURY, for that was the lad's name, grew up and received his schooling in the town of Worcester, N. Y. To everyone the new railroad was the chief topic of discussion. Farming and logging had long been the only source of in-

come for the residents and even these industries were greatly handicapped by the difficulty of transporting their products to the market in the larger communities and cities over the rough, and often muddy, country roads. JOHN, too, watched the railroad with growing interest, for to him it offered the possibility of gaining more desirable employment than the farm work in which he was engaged.

This interest was kept alive by his brother-in-law who was already employed on a section. Shortly afterward, JOHN moved with his relatives to Sidney, working on a farm south of the village for six or seven years.

The coming of the railroad to Sidney caused a great change in the town. MR. SALSBUURY recalls having kept company with a girl who lived in a large farmhouse which stood on the northeast corner of the present intersection of The Delaware and Hudson tracks and Main Street. Between the railroad and the



JOHN D. SALSBUURY

The Delaware and Hudson Company Bulletin

house there was a long row of spruce trees. The farmhouse was moved to another site to make space for the erection of the Sidney House, when passenger traffic on the railroad warranted the construction of a new hotel.

By this time Mr. SALSBUURY, now thirty years of age, had married and moved into the fast-growing town. No longer contented with farming, he sought employment with the railroad, and was hired by William Barker, Car Foreman, as a Car Inspector, January 15, 1887. He smiles as he relates, "We received fifteen cents an hour, for ten hours a day, and we worked lots of overtime at the same rate. Our regular hours were from 7 A. M. until 6 P. M., with an hour out at noon. When traffic was heavy we put in overtime many nights until midnight, and had to be at work on time in the morning just the same."

There were fifteen men in the department at Sidney in that early day, the heavy car repair work being done on a single cripple track, and the rest in the transportation yard. The shop itself stood just south of the passenger station and freight house, which was adjacent to the sidewalk of Main Street. When the new station was built south of the original buildings, the car shop was moved down on the other side of the track.

With the advent of the air brake and other devices on both passenger and freight cars, the

old wooden underframe cars became obsolete and the company began to replace them with cars with steel underframes. During the years 1906 and 1907, 1,420 cars were purchased from the American Car and Foundry at Berwick, Pa. This number included stock, automobile, gondola, produce, and refrigerator cars. The refrigerator car trucks and frames were then sent to Chicago where the body structure work was completed. During the time of construction of these cars, Mr. SALSBUURY remained at Berwick to inspect the cars as they were turned out by the manufacturer. He was away for fourteen months at one time and for a shorter period when a subsequent order was being filled.

Returning to Sidney after this work had been completed, he continued in car inspection work until his retirement became effective on June 1, 1927, after he had completed slightly over forty years of continuous service. With the exception of the time spent at Berwick, and three years of work as a car repairer beginning in 1920, he was inspecting cars in the yards.

Despite his seventy-three years Mr. SALSBUURY is in fine health, and now lives at 8 Smith Street, Sidney. One son, Floyd, lives in Oneonta. Mr. SALSBUURY is a member of The Delaware and Hudson Veterans Association and the Congregational Church of Sidney.



Testing Bridge Near Richmondville, June 1, 1865

Scouts Give Statue to Company

Presented As Mark of Appreciation of Support Given the Movement On Our Line

If we are to realize the hope that the America of the future will continue to be a land of peace and prosperity, we must look to the proper training of the youth of to-day. It has very aptly been said that "Satan still finds evil work for idle hands to do." Life to-day presents no end of temptations to active youthful minds unless those minds are already fully occupied with constructive thoughts and ideas. It is reasonably certain that a lad who is earnestly trying to do his "one good deed" daily will not have time to fall into bad company with resulting bad habits and a socially worthless life.

With this idea in mind, the Boy Scout movement has spread to all parts of the world. The United States is divided into twelve "regions" or districts which are bounded by the limits of the twelve Federal Reserve Bank Districts. District Number 1 comprises the New England States; New York and New Jersey form District Number 2; Pennsylvania, Virginia, West Virginia, and the District of Columbia form District Number 3, etc. Each of these regions is sub-divided into councils, which, in turn, are made up of individual troops.

Practically everyone is familiar with Boy Scout work in some form or other. Their rule of performing one good turn daily is known to nearly everyone. Various troops perform other assignments such as controlling traffic during parades, protecting school children at street crossings, and participating aggressively in Clean-Up Week campaigns. In some places the Boy Scouts cooperate with local fire departments in combating serious

fires, controlling traffic, or similar duties.

Since the Scout movement began in America in 1910, it has grown rapidly and is recognized as a worthwhile institution to-day by all who are at all familiar with it. A youth who has been well trained in the knowledge of nature, civic work, safety, and first aid is a great asset to his community. These things are a part of the Scout's training and they place him on a higher plane of usefulness than a lad who is not so equipped.

The officials of our company realize that great possibilities are present in the groups of boys who form Boy Scout troops, and have participated actively in Boy Scout work since April of 1927. As expressed by COLONEL J. T. LOREE in his address at a regional conference in Rochester, N. Y., March 1, last, "It was hoped that by participation in the work not only would we be doing our duty to the youth of to-day, but that certain advantages would accrue mutually to the boy, the road, and the community. It is believed that through Scout training, boys become more careful and guard against avoidable accidents on or about highways, railroads, at home, school, or play; that with such training in Scout duty and habits, a group would develop from whom future employees might be drawn, educated in cooperative effort and the necessity for obedience and the assumption of responsibility; that the records of the councils in our territory might furnish us particulars indicating those boys most desirable as future employees, especially with reference to ability and leadership; that Safety Patrols might be organ-



Statue Presented by Scouts

ized with the older Scouts as directors and leaders fully trained in accident prevention; incidentally and indirectly reaching teachers and parents in the interest of greater realization of the duty and obligation of each and every member of the community to make the instruction of the boy in the necessities and desirability of the fundamental civic and social requirements demanded by our type of government and civilization; and increasing the friendly relation existing between the Company and the citizens of the community.

"A survey of the territory traversed by the road disclosed that it fell into three distinct classes: First, wholly unorganized; second, that which had been partly organized, and which was not in a healthy condition; and third, well organized.

"The unorganized territory was that of the eastern slope of the Adirondacks and included

the counties of Clinton, Essex, and Washington (north of Whitehall). Our survey indicated that in this territory 60 per cent of the boys of Scout age lived in the rural areas, that is, in villages of less than 500 population. That meant that troops were not possible in connection with the 5,000 to be enlisted. This was and is being done through the organization of Farm and Home Patrol groups of from two to seven boys, and will result in between 200 and 250 such groups, the Lone Scout plan taking care of the isolated individual. In the same territory at the same time were organized twenty-six troops. This work resulted in the formation of the Champlain Valley Council and at this point our work became purely that of assistance. In the second field we were obliged to proceed carefully for everyone has experienced the difficulty of attempting to revive discouraged organizations

(Turn to page 141)

Some Facts About Government Operation

THE estimated deficit for 1928 of the government-owned and operated Russian railroads is 225 million roubles, according to a summary of the situation published by the *Manchester Guardian*.

Referring to the proceedings of the ninth congress of the Russian Railwaymen's Union, recently held in Moscow, the journal states that the "parlous condition of the Russian railways is reflected in the following facts:

1. "The average earnings of railwaymen, including those in shops, in 1927, were 69 roubles, approximately 30s. a week, or, in real wages 83 per cent of the pre-war wage.
2. "The average wage conceded for current year was 73.20 roubles; but the Commissary for Transport told Congress it would be impossible to reach that level.
3. "The deficit on the transport undertakings for 1927 was 195,000,000 roubles.
4. "The estimated deficit this year was 225,000,000 roubles.
5. "Unemployment among members of the union increased since January 1, 1926, by 55,000.
6. "Twenty thousand men had been discharged since January 1 last; further fall of 20,000 by end of year probable, if railway budget not exceeded.
7. "Accidents in repair shops, due to 'absence of protective devices' and to 'ignorance of workers and management,' increased last year from 38,000 to 65,000.
8. "Accidents on lines during last three years cost 6,700,000 roubles, 8,000,000 roubles, and over 9,000,000 roubles respectively. Causes cited: 'carelessness and lack of discipline' among workers, and 'defects in permanent way and equipment.'"

"This does not complete the catalogue, but is enough to show that the policy of nationalization in Russia has produced:

1. Diminished earnings for the workers.
2. Increased unemployment.
3. An added risk to life and limb.
4. A growing danger of train accidents to the traveling public.
5. A huge and increasing deficit in the cost of railway service, which must increase taxation and add to distress.

"If this is what nationalization has already achieved, can any thoughtful men continue to support or advocate such a policy?"

Mineral Resources of the Far East

II—Oil, Clay and Precious Stones

(Continued from Last Issue)

THE petroleum resources of Japan exist principally along the coast of the Sea of Japan, and are extremely meager for its industrial population. Japan's total annual production approximates the average daily production of the United States. The per capita consumption of petroleum products is less than three gallons, or more than 50 per cent of what is imported.

In China, little explored by men experienced in modern oil production, inaccurate statements and exaggerated hopes abound. It is said that only two areas with commercial production possibilities exist, neither of which can be developed into a field of first magnitude. The oil reserves, allowing for deficiencies in present knowledge of her economic geology, appear to be less than one per cent of those of the United States.

In the Philippines, the presence of oil is definitely indicated on the ten larger islands. This was first known in 1890. Drillings, which began in 1898, have not been particularly encouraging. One estimate places the possible ultimate production at 52,500,000 barrels, and although work done suggests a much lower production, there still remains the possibility of important petroleum deposits.

The Netherlands East Indies, now fourth among petroleum producing countries, had an annual output of 22,500,000 barrels in 1925, contributing 2.1 per cent of the world's output. Another important area lies in the Island of Sakhalin, where there are large lakes of oil and gas and oil springs. Petroleum geologists and engineers believe the fields capable of considerable expansion and that extensive areas remain to be explored.

In the chemical industry, sulphuric acid, the most essential and widely used chemical, is comparable to iron in general manufacture. The world's market for sulphur is now mainly supplied from the wells in Texas. In the Far East, the main sources of supply are in Japan, the Netherlands East Indies, and the Philippine Islands.

Japan's present production can supply only its own needs. Even with considerable expansion, Japan cannot make material contributions to the world's supply. In the Netherlands East Indies, sulphur is found in incrustations, in sulphur mud, and in deposits in crater lakes. There has been

some exploitation by natives. Despite the presence of sulphur in the islands, Java is a consistent importer of the material so that the costs of production would seem unfavorable. Sulphur deposits are listed in five districts in the Philippines, but the estimated tonnage is small. No deposits likely to yield sulphur as a by-product in unusual amounts are known. In China, native sulphur has been found in insignificant amounts. The supply is sufficient for local needs only, and there is little hope for creating a large industry.

Non-ferrous metals are found in all countries of the Far East in variable amounts. China is remarkably poor in all save antimony and tungsten. Many gold placers may be found. Although they have yielded millions of dollars, the deposits are generally too poor to warrant working. A few silver deposits, chiefly quartz veins in limestone, have been found in one district. In other areas it is found only occasionally, and then associated with the sulphides of other metals. Lead and zinc are found in many localities, but production is small. Copper ore occurrences are numerous, but few have proved of value. Tin, from a commercial point of view, is the most important metal produced in China which ranks fourth among the world's producers. In antimony, China dominates the world and will probably continue to do so indefinitely. Production costs are considerably below those of any competitor. J. W. Furness records the production of this metal, as follows:

"China's production of antimony is not accurately known and the statistical information available is based on the exports. During the period 1908 to 1916, slightly more than 50 per cent of the world's production was furnished by China; from 1917 to 1920, 60 per cent; from 1921 to 1923, 80 per cent; and during the last two years, 90 per cent. The price at which Chinese antimony is sold is partly related to the rate of exchange and therefore fluctuates with the value of silver."

Tungsten ore is abundant. Development of the deposits began during the World War. Production has increased rapidly, and, in 1924, reached 63 per cent of the world's output. In mercury,

China outranks the contemporary production of any other country.

Minerals of many varieties are found in Japan. Here, like China, mining is an ancient industry, inaugurated to supply metal for domestic coinage and to permit construction of Buddhist images for the temples. Copper is the most important non-ferrous metal mined in Japan which ranks second among the world's producers. Gold is found at many points, but the placers have been almost entirely exhausted. Silver is also found at many places, but the greatest production is as a by-product from smelting copper and lead. While possessing a wide variety of non-ferrous metals, Japan is unable to do more than supply domestic needs.

In the Philippines most of the non-ferrous metals are known to occur, but the discoveries warranting development have been few. The greatest development has been in manganese and gold, but examinations of these deposits have failed to justify investment of large capital.

The Netherlands East Indies are well mineralized. The most important non-ferrous metals now mined are gold, silver and tin. The gold and silver mines have proved profitable and it is expected that additional deposits will be found. The production of tin is second only to that obtained in the Malay States. The sulphide minerals have not as yet proved to be quantitatively important.

Non-metallic minerals are much more abundant and widely distributed than metals in the Far East. Under proper conditions, many of them can be reduced and substituted for others commonly used industrially elsewhere but locally deficient. Aluminum occurs widely as a chemical constituent of clays, and is produced commercially from bauxite, a relatively scarce mineral. For some few purposes, aluminum and its alloys can be substituted for steel, but it costs about ten times more to make aluminum from bauxites than to produce steel from low-grade ores. This also applies to many other suggested substitutions, nearly all of which fail because of unsatisfactory character or high cost.

The supply of building materials is adequate for local use only. In China and Japan the supply of wood is extremely limited, but the latter has turned intelligently to forestry to make good the supply. Cement is one of the newer and growing industries of the Far East, but the larger part is consumed locally.

Industrial and chemical raw materials appear only in small amounts. No supply of abrasives sufficiently important to contribute to world trade is

known. Asbestos, although reported in many points in China, Japan and the Philippines, is not yet an important article of trade.

Clays for the manufacture of pottery, china-ware and porcelain, are found at many points. In fact, the names "kaolin" and "china" clay come to us from the East. The ceramic products of the Far East, in view of the skilled workers and the high traditions of the art, will probably long continue prominent among the exports.

Potash and the nitrates have not been found in quantity anywhere in the Far East. Common salt is widespread. Numerous salt lakes with an abundance of natural soda are reported in Mongolia. Salt seems to be the one mineral every man must have and in every country its production is an ancient industry. In China, its production, mainly from brines obtained from springs and deep wells, is a government monopoly. In all the other countries, salt, derived by evaporation from sea water and brines, is produced only to supply local needs.

The Eastern people are very appreciative of beauty in gems and ornamental stones. Ceylon and Burma are the chief sources of supply, but minor quantities are found in various other countries. Diamonds are produced in Borneo and small diamonds are found in Shantung. The ruby, sapphire, beryl, topaz and amber, to a limited extent, are found in Japan. Gems are extensively cut and carved in China and Japan. Jade, a stone most widely appreciated, is mainly cut in China, though the crude rock comes from Burma. Sapphires are exported from Siam.

(Turn to page 140)

Industry vs. Genius

I DO not despise genius, indeed I wish I had a basket full of it instead of a brain, but yet, after a great deal of experience and observation, I have become convinced that industry is the better horse to ride than genius. It may never carry any one man as far as genius has carried individuals, but industry, patient, steady intelligent industry, will carry thousands into comfort and even into celebrity, and thus it does with absolute certainty; whereas genius often refuses to be tamed and managed. If you wish for either, wish for industry.—JULIAN RALPH.

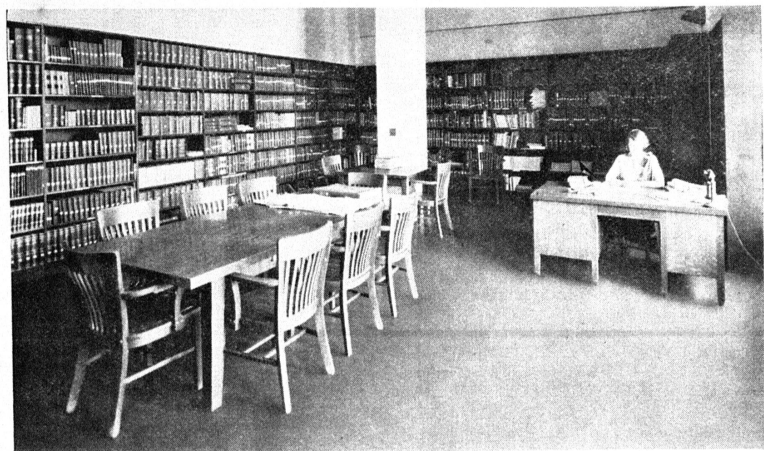
Our Library

Few Employees Realize That This Collection Is Available For Their Use

WE once heard of a small boy who was presented with an encyclopedia of sixteen volumes each some four inches thick. Being anxious to improve his mind, he sat himself down and attempted to "devour" the contents "from A to izzard". He struggled on until he got into the "C's" and then gave it up as a bad job. His idea was good, but his method of attack was all wrong,—and he never did finish reading the other thirteen volumes.

their work to tell you that they did not have what you were after. In order to avoid this running around, and with the idea of having "a place for everything and everything in that place" as far as such books were concerned, the company started its library several years ago.

A large number of employees probably do not realize that in Room 408, on the fourth floor of the General Office Building in Albany, there is located an excellent reference library. From a



The Delaware and Hudson Employee's Library

Mindful of the statement of a famous pioneer railroader that "a man is worth a dollar a day from his neck down", (and this is even more true in an age where machinery has displaced brute strength to such a marked extent), many members of The Delaware and Hudson family are doing some reading in their spare time.

How often have you wanted to look up the facts about a certain matter, and have gone from person to person and from office to shop and back again in search of a recent or not so recent issue of a magazine or of some book! You lost a lot of time and so did all the people who stopped

relatively modest beginning, the supply of books and bound volumes of various magazines relating to the transportation industry has grown until it now includes nearly two thousand volumes.

Any employee of the company is welcome to borrow these books. Tables and chairs are provided for those who wish to look up special articles without leaving the library. Books may be taken outside for thirty days without having to be renewed, with the permission of the librarian, Mrs. IDA GORE SMITH, who is in the library between 8:30 A. M. and 12:30 P. M. and 1:30 P. M. and

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The
Delaware and Hudson Company
BULLETIN

Office of Publication :

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ALBANY, N. Y.

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Vol. 9

May 1, 1929

No. 9

Mother's Day

IN one of our institutions of learning, 600 students were requested to write the most beautiful word, most beautiful as to both sound and meaning. Of the 600—405 wrote the word **MOTHER**. The next largest was 85 for the word **HOME**. What a striking consensus of opinion as to the primary position of the mothers of the land. It emphasizes the normal glory of a mother's sphere and spirit.

The thought of a special "Mother's Day" appears to have originated with Miss Anna Jarvis of Philadelphia, to whom the idea came when she was asked by the superintendent of the Sunday School of a Virginia town in which her deceased mother had long been a moving spirit, to arrange a memorial service.

With the carrying out of that sacred and congenial duty came a realization of the growing lack of tender consideration for absent mothers among worldly minded, busy, grown up children; of the thoughtless neglect of home ties and of loving consideration, engendered by the whirl and pressure of modern life; of lack of respect and deference to parents among children, and of the need of a reminder of the loving, unselfish mother living or dead. The "Mother's Day" idea spread, but it was not until 1914 that the mother sentiment played on the heartstrings of our national lawmakers. Early in May of that year Congress, realizing that the American mother is the greatest source of the country's strength; that the American mothers were doing so much for the home, for moral uplift and religion, hence so much for good government and humanity, honored

themselves and the mothers of America and gave emphasis to the home as the fountain head of state by passing a resolution designating the second Sunday in May as Mother's Day. A sympathetic President promptly signed that resolution and officially proclaimed it to the world.

To-day, throughout this broad land, sons and daughters are assembled to renew and strengthen their affection for mothers living and to lay their tributes on the altar of love they bore to the mothers who have passed on. So, for thirteen years "Mother's Day" has had and rightfully, a place in the laws of our land.

It is a hopeful sign that a day so rich in sentiment, so tender in meaning as Mother's Day should be officially adopted and included in the calendar of our National festivals, for it reveals a living spring of idealism underneath the crust of to-day's commercial and professional life.

To those of us to whom our mothers have been spared let me say:

"If we have a gray-haired mother
In the old home far away,
Let's sit down and write the letter
We put off from day to day.

Don't wait until her weary steps
Reach Heaven's pearly gate,
But show here that we think of her,
Before it is too late.

If we have a tender message,
Or a loving word to say,
Don't wait till we forget it,
But whisper it to-day.

Who knows what bitter memories
May haunt us if we wait?
So, make our Mothers happy
Before it is too late.

The tender word unspoken,
The letters never sent,
The long forgotten messages,
The wealth of love unspent.

For those some hearts are breaking,
For those some loved ones wait,
Let's show them that we care for them,
Before it is too late."

A mother's love is "that something" possessing a power, a beauty and a heroism that words cannot express. Over the wastes of worldly fortune her love sends a radiance of fidelity that nothing can quench. It is never exhausted. It

is changeless, untiring, enduring. It was mother who taught us the sweetest souvenirs of life—the greatness of gentleness, and the wisdom of right.

Fortunate indeed are they whose mothers are long spared to them, and happy indeed are they who journey in memory of one who was the companion and whose influence still remains.

When mother passes, the clouds of sentiment hang low in our hearts. In such sorrow, Heaven seems very close. When such clouds of sorrow hang low, almost envelop us, they purify our thoughts and the atmosphere of our understanding clears. Mothers do not die—they live eternal in our hearts. The world is better for the passage of such souls across its surface.

Let each of us, here and now, firmly resolve that we will not forget the lesson of this day; that we will try to ever be mindful of the debt we owe mother, that we will never wound her by careless speech, or by act cause her sorrow, and ever keep in mind that of all on earth her friendship is most constant, her love all embracing.

It Needs Your Backing

IN preceding issues of THE BULLETIN mention was made of the importance of everyone in the organization helping to get and to hold more BUSINESS for the company. One man's idea of how we ought to "get behind this thing" is shown very graphically in the cartoon which was sent in by FRANK MANTICA of Oneonta, and which appears on the back cover page. Taking his cue from a cartoon appearing in a recent *Frisco Lines Magazine* which showed the entire force of employees starting out into the woods to hunt for BUSINESS, FRANK has gotten things to the point where it seems evident that, as already stated in THE BULLETIN, we must, for our own protection, "get behind" the matter of caging the lion.

The cartoon certainly represents our situation. We have the business right in front of us. Are we going to drive it off into "our competitors' woods", or can we put it in The Delaware and Hudson cage where it will be worth money to us? The answer rests entirely with us, the employees of the company.

Happiness does not consist in getting something; it consists in becoming something.—Dr. FRANK CRANE.

The Yosemite of the East

THIS great natural wonder, which no artist can portray adequately with either words or pictures, will prove interesting to the motorist who is seeking something that is both extraordinary and beautiful. The Ausable River, through countless ages, wending its way from the Adirondacks to Lake Champlain, has chiseled this vast figure through the solid mountain, leaving on the walls of the canyon, interesting examples of river carving. The rocky cliffs now overgrown with vegetation, rise over 100 feet on either side of the stream. Rushing over its sandy bed the river leaps from a precipice seventy feet high into the Chasm, forming the beautiful Rainbow Falls. The Chasm is two miles long and may be explored by means of galleries, new steel bridges and stone highways, also by boat over the rapids. The trip by boat through this marvel of nature is marked by adventure, novelty and many delightful surprises.

A few of the natural wonders encountered during the boat ride after leaving the Rainbow Falls, are the Horse Shoe Falls, Devil's Oven, Jacob's Ladder, Devil's Punch Bowl, Mystic Gorge, Cape Eternity, the Smugglers' Pass and many others.

Many hotels in the vicinity of the Chasm offer excellent accommodations to those desiring to stay over.

(Extract from *Motor Travel*—September, 1928.)

Safety on the Air

UNIVERSAL "Safety" is now being carried directly into millions of American homes, through a series of thirteen consecutive weekly radio addresses, to be broadcast by outstanding leaders in American life. The National Broadcasting Company, in cooperation with the National Safety Council, announce Charles M. Schwab as the first speaker of the thirteen-week program for Saturday evening, April 20, at 7:00 P. M., Eastern Standard time.

The following notables have already definitely agreed to talk:

CHARLES M. SCHWAB, Chairman of the Board, Bethlehem Steel Company; "Safety as a Factor in Industry."

HON. ROBERT P. LAMONT, Secretary of Commerce; "Safety a National Problem."

HON. JAMES J. DAVIS, Secretary of Labor; "Safety and the Worker."

MADAM SCHUMANN-HEINK, world-famous concert and operatic star; "Safety in the Home."

DR. MILLER McCLINTOCK, Director, Albert Russell Erskine Bureau of Street Traffic Research, Harvard University; "Putting Our Highways in Order."

Seven other widely known leaders have also been invited to take part in this vast Safety Broadcast and the announcement of the entire list will be made in the immediate future.

The talks will be given from the New York station WEAf, and a coast-to-coast hook-up will give ample opportunity for all America to hear and profit by the remarks of these celebrities. Practically all of the speakers have long been interested in the safety problem.

Other subjects to be discussed will be: "Death Through Accidents"; "Safety in the Air"; "Safety on the Seas"; "Education—The Part it Plays in Safety"; "The Railroads and Safety"; and "The Automobile and Safety". Thus the most vital points in the safety problem will be covered.

The campaign gives every promise of being the most significant and effective program of safety that has ever been carried out in this country. The underlying purpose is to awaken the individual citizen as to his own personal responsibilities in accident prevention and to arouse the average American mind from its lethargy and indifference toward one of the vital problems that confronts America to-day.

The National Broadcasting Company, realizing the seriousness of the national accident situation, has generously thrown its entire broadcasting resources into the campaign and the message will be borne through the air, on the protective wings of "Universal Safety" directly into the homes of the American people. Specific dates and the complete list of speakers will be announced in the newspapers.

They were making a drive to raise funds for an addition to the First African Baptist Church of Campbell Court House. Two colored sisters called on old Uncle Berry, an aged Negro who lived on the outskirts of the village, explained the purpose of their visit, and asked the aged dandy to give something toward the cause.

"Lawdy, sistern, I sho would like to help you-all along," he said, "but I jus' ain't got it. Why, I has de hardest time to keep paying a little somethin' on what I already owes around' here."

"But," said one of the collectors, "you know you owes de Lord somethin', too."

"Yes, dat's right, sistah," said the old man, "but he ain't pushin' me like my other creditors is."

"How far is it to the railroad station?"

"Two minutes' walk if you run."

Mineral Resources of the Far East

(Continued from page 136)

Quartz in its various forms is mined and cut in various countries. The Eastern people appear on the whole to be buyers rather than sellers of precious stones, but, through their artistic craftsmanship, may develop a large cutting industry and trade.

With the exception of tin, tungsten, antimony and ceramic products, minerals are not present in the Far East in sufficient quantities and situation to warrant the expectation that they will contribute heavily to world trade. In a study of the possible development of mining and metallurgical industries in this great area, it is necessary to determine also the resources in men and money. Reliable figures of population are unobtainable and those of area are but approximations, but the following table gives an idea of the order of their importance in the Far Eastern countries:

	Population		
	Area	(Thou-	Density
	Sq. Miles	sands)	Sq. Miles
China	4,278,352	426,679	100.0
Br. India	1,091,056	247,003	226.4
N. E. Indies	733,642	49,351	67.3
Indo-China	274,457	19,748	72.0*
Siam	200,148	9,410	47.0
Japan	149,702	55,963	373.6
Philippine Islands..	115,026	10,314	89.7

There are great differences in these various peoples, but there is also a psychology of the East which the Chinese have and which dominates the entire area. Distribution and the mental attitude of the peoples must also be taken into account in any estimation of the future development of the mineral resources of the countries concerned. In discussing them, China is taken as a leading example since the Chinese are one-half the people of the East and have the longest historical records on which to base judgment. There is an abundance of labor, but a scarcity of the conditions necessary to sustain large-scale industrial undertakings. It is not solely a matter of wages. It means a readjustment of the whole social structure, except as the newer industries may be fitted into the older. The workers, too, are much less efficient than those in America. Neither are they versatile. In winter the farmers seek employment as coolies in urban districts. In crop growing seasons they will refuse employment in transport, preferring work on the farms at much lower wages. Such conditions make it not only inconvenient but difficult and costly to arrange work on a seasonal basis.

(To be continued.)

America's Orange Crop

THE United States is the leading orange producing nation of the world, the average annual production of this country being approximately 34,000,000 boxes, according to a study of that commodity just completed by the Bureau of Railway Economics.

"California, the largest producing state, accounts for 67 per cent of the total; Florida produces 32 per cent, and five other states—Alabama, Arizona, Louisiana, Mississippi and Texas—together account for the remaining one per cent.

"More than 72,000 carloads of oranges were shipped out of the producing areas during the year ended on September 30, 1927, while of that total more than 50,700 cars were unloaded in sixty-six important markets. Of these unloads, 73 per cent was distributed in thirty-one markets located in the territory lying east of the Mississippi River and north of the Ohio River and the Southern border of Pennsylvania, while an additional 9.5 per cent was unloaded in eight markets located relatively close to that territory.

"Long hauls predominate in the transportation of oranges to consuming markets. To reach the sixty-six markets, approximately 58 per cent of the total unloads traveled distances ranging from 2,000 to 3,500 miles; about 34 per cent traveled from 1,000 to 2,000 miles, and eight per cent traveled less than 1,000 miles.

"It is evident from the almost nation-wide movement and distribution of oranges from producing sections that freight rates exert no restrictive influence in the distribution of that commodity.

"Prices of oranges varied periodically in all phases of the marketing process. In the four largest consuming markets—New York, Boston, Philadelphia, and Chicago—where wholesale and retail prices for the 1926-27 season were studied, large daily, weekly, monthly and seasonal variations in prices of oranges occurred. These variations were usually many times the freight rates from producing area to market.

"The average difference between the wholesale and retail price of Florida oranges during the 1926-27 season, was four times the margin between the wholesale price and the price F. O. B. producing area. On California oranges, the former was more than two and one-half times as great as the latter. The margin between wholesale market and F. O. B. producing area prices includes freight rates, commissions and all incidental charges.

"The greater part of the oranges produced in the United States are consumed in this country. Nevertheless, the exports are of considerable importance. During the five calendar years, 1923 to 1927, the average annual exports amounted to 2,618,655 boxes, of which Canada received 2,228,272 boxes, or 85.1 per cent, and the United Kingdom, 26,026 boxes or 7.9 per cent. The remaining 184,357 boxes, or 7 per cent, were distributed to over forty different countries. The increase in shipments to the United Kingdom in these five years has been remarkable, there having been shipped in 1923 only 46,046 boxes to this destination, compared with 604,334 boxes in 1927."

Scouts Give Statue

(Continued from page 134)

which usually are badly in debt, but by effort this has been done and the territory again has the advantage of well organized troops under enthusiastic leadership and supported by the substantial business interests of the communities. In the third field our work has been purely advisory, with assistance where requested."

The activity of The Delaware and Hudson Company's Scout representative, W. D. MACBRIDE, has not been confined to the northern end of our rails. The work of reorganizing the Pittston District Council was completed on March 19 when officers of the council were elected. This helpful work will be continued by MR. MACBRIDE at all parts of the line.

In recognition of the work which our company has done for the Boy Scout movement, COLONEL LOREE was selected as the chief speaker at the recent regional conference at Rochester. At the meeting he was presented with a statue of a Boy Scout in token of his active interest in the movement. It should be a real source of pride and pleasure to every Delaware and Hudson employee to know that our company is performing so helpful a work for the boys of America.

Cannibal Chief—"What will you have?"

Cannibal Chief—"I'll have a half of a fried missionary."

Chief—"And you?"

Second Cannibal Chief—"I'll have the other half. It's no use killing two missionaries."

"What are sins of omission?" asked the clergyman who was examining the Sunday school.

"They are sins you ought to have committed and haven't," was the prompt response of one of the smaller children.

Old Friend Wife

T WAS a party in the city,
And the crowd was rather gay;
They had wined and dined and toasted
In the good old-fashioned way.
The last speaker on the program
Gave a lesson straight from life,
When he said, "Boys, lift your glasses
In a toast to Old Friend Wife!"

Then a hush went round the table,
Each one thought it was a joke;
But the speaker paused a minute,
When he spoke his clear voice broke:
"I am serious, friends and brothers,
Toast the grandest thing in life.
Toast our sisters and our mothers,
And at last toast Old Friend Wife."

Hand and hand you've gone together,
The gold years and the gray,
Summer shines and winter weather,
Each has come your way.
She was glad when you were lucky,
And when gloom and jinx were rife,
Words of cheer and smiles so plucky,
Came to you from Old Friend Wife.

Oh, I know she's sometimes balky,
And, of course, that makes you peeved,
Midnight lectures, yes, she's talky,
And you think you're deeply grieved.
Just have patience, keep your temper,
Do not mar your married life—
In your heart of hearts you worship
Balky, talky Old Friend Wife.

Stop a minute, think it over,
Nine times out of ten she's right.
Why should she stay home so lonely,
While you're chasing round at night?
She's a soldier in life's battle,
Tho' there's ne'er a drum or fife;
Help her fight her cares and troubles,
She's a hero, Old Friend Wife.

When you go to work each morning
Kiss the wife a fond good-bye,
Praise her looks and praise her cooking
As you did in days gone by.
Take her in your arms and tell her
She's the crowning joy of life.
Bring her flowers and bring her candy,
Sweetheart ever, Old Friend Wife.

Take a tip from me, my brothers,
Strew the flowers along her way,
For she won't be with you always,
Soon the gold will turn to gray.
Take her hand and call her sweetheart,
Shield her close from cares and strife:
God alone knows all her troubles,
Mother, chum and Old Friend Wife."

—Troy Record.

Our Library

(Continued from page 137)

5:30 P. M. on week days, excepting that the library is open on Saturdays until noon only. MRS. SMITH is always glad to assist those who are in search of information regarding special problems or subjects.

Because of the fact that the *Encyclopedia Britannica* is one of the many sources of information it is fairly safe to say that the library contains the answer to practically any question which may arise. No better authority on railroad subjects can be asked than the *Railway Library*, which in its sixteen volumes covers all sorts of subjects from Boiler Shops to Train Operation, and Acetylene Welding to Shop Administration. Each of these books is well illustrated and the language is easily understood, as most of them have been written by men with years of railroad experience who are authorities on their subjects.

Other works available include *The Traffic Library*, *Poor's Manual*, *Census Reports*, bound volumes of *The Railway Mechanical Engineer*, *The Locomotive*, *The Electric Railway Journal*, and many others of a similar nature. There are individual volumes which touch on every other conceivable phase of railroad work, track structure, maintenance, accounting, locomotives, cars, purchasing, signal construction and maintenance, train operation, etc.

Aside from the railroad subjects there are books which tell some very interesting stories about the development of the communities along the line, as well as of travel in other countries.

With this brief and totally inadequate introduction we shall leave it to the library to tell its own story to any who may be interested to hear more about it.

"We are following a policy of selling only merchandise that we can stand back of."—Glendale (Cal.) newspaper advertisement.

And do they sell bathtubs?

Clicks from the Rails

Upper Mathematics

Did you ever stop to consider that, even though the upper berth in a Pullman sleeper costs less than a lower, the man in the upper gets a longer ride for his money than his more comfortable neighbor downstairs? Here's how it is figured. The earth, being round, has a radius of 20,888,629 feet, adding the distance from the surface of the ground to the height of a lower berth. An upper, which is four feet higher than a lower, is 20,888,633 from the center of the earth. This difference of four feet in the radii of the two imaginary circles would make a difference of several inches in the distances traveled by passengers in an upper and lower berth on a 1,000 mile trip, without allowing for the rolling of the car from side to side.

Hippopotamus Runs Wild

A hippopotamus running wild near Stranger on the Natal North-coast line caused no end of difficulties to local officials recently. To begin with it became annoyed at a crowd of onlookers and charged to disperse the crowd. Not content when its tormenters scurried for cover, it turned its attack to a passenger train which was passing at the time. However, the train withstood the charge and passed safely. A local magistrate reported that he was powerless to do anything about it because the game laws did not empower him to shoot the animal and, according to the latest reports, it is still running free.

A Parachute Jumper

Before taking up railroading H. S. Brown, crossing tender of the New York, New Haven, and Hartford was a professional parachute jumper. He has made hundreds of ascensions and jumps, sometimes with one parachute, sometimes more, and on one occasion with ten. One of his stunts was to have himself shot from a cannon in a balloon 4,000 feet in the air. His parachute caught afire on this occasion, but he smothered the fire with his hands and descended safely.

Boy King Knows Engine

Michael, the seven-year-old boy king of Rumania, surprised everyone in attendance at the christening of Rumania's first heavy freight locomotive by Dowager Queen Marie, with his knowledge of locomotive construction. After the various mechanical details of construction of the steam locomotive had been explained by an expert, Michael told exactly how an electric locomotive runs. His knowledge is explained by the fact that his mother gave him a large toy electric locomotive for a Christmas present. After the ceremonies the royal lad rode for a mile on the new iron horse.

A Flying Switch

Air trains, consisting of a powerful airplane hauling a number of motorless trailers have occupied the attention of aerial experts for some time. In a recent test made at Cassel, Germany, a train with two trailers was successfully demonstrated. Uncoupled 1,200 feet up, they glided to earth separately.

All in a Day's Work

If variety is the spice of life, the work of a Lehigh Valley train crew was well seasoned one day recently when their train was pulling into the Court Street yards at Rochester. The fireman saw flames shooting from the roof of a house.

Stopping the train, the crew warned members of the household, telephoned an alarm, and formed a bucket brigade in the face of a forty-mile gale. They had the fire well under control when the local fire department arrived.

Keeping Cool in India

One of the traveler's biggest problems on the railroads of India is keeping cool. Screens are hung outside of the windows which are covered with a tissue of root-fibre that is kept moist at all times. "Wind catchers" at each window send what little breeze there is through the wet matting, and a traveler reports that, at noon, the temperature of his carriage was 87, as compared with 107 outdoors.



If All That We Say



IF all that we say in a single day, with
never a word left out,
Were printed each night, in clear black
and white,
'T would prove queer reading, no doubt.

And then just suppose, ere our eyes we
could close,
We must read the whole record through:
Then wouldn't we sigh, and wouldn't we
try
A great deal less talking to do?

And I more than half think that many a
kink
Would be smoother in life's tangled thread,
If half that we say in a single day, were
forever left unsaid.

— *The Marion Line.*